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# PATENT SPECIFICATION



Application Date: May 21, 1924. No. 21,223/23.

226,849

Complete Accepted: Jan. 8, 1925.

## COMPLETE SPECIFICATION.

### Improvements in or relating to Brackets for Supporting the Pillars of the Rear Screens of Motor Vehicles.

We, G. W. PEARCE & SONS (BRASS-FOUNDERS) LIMITED, a British company, of Bromyard Road, Worcester, and ARTHUR EDWARD ERNEST JONES, a British subject, of the same address, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

This invention is for improvements in or relating to brackets for supporting the pillars for multi panel windscreens of motor vehicles, and more particularly to a bracket wherein the said pillar is adapted to be moved about its longitudinal axis and clamped in any desired position in said bracket.

It has previously been proposed in connection with front windscreens of the single panel type, and for other purposes, to provide a clamp which comprises a radially contractible tube having a split portion which may or may not be closed at each end, a split collar embracing said tube about its split portion and means whereby said collar may be contracted about said tube for the purpose of rigidly securing the same to a rod situated in said tube.

The present invention consists of a bracket for supporting an upwardly directed pillar of a multi panel windscreen for a motor vehicle, which comprises a plate adapted to be secured in a rigid manner to the body of said vehicle, a tubular portion formed in or secured rigidly to said plate, a liner adapted to be inserted in said tubular portion and adapted to be contractible in a radial direction, and receive the said pillar, a longitudinal slotted portion or portions formed in said liner, a split collar adapted to embrace said liner about said slotted portion or portions, and means whereby said collar may be contracted about said liner.

The invention is more particularly described with reference to the accompanying drawings, in which:—

Figure 1 illustrates in perspective two panels of a four-panel windscreen supported upon one form of bracket which constitutes the subject-matter of the present invention.

Figure 2 is an enlarged view of the bracket illustrated in Figure 1, and

Figure 3 is a sectional elevation of Figure 2.

Referring to the drawings, which illustrate one method of carrying the invention into effect, a plate 1 is provided with a plurality of holes 2 adapted to receive screws or the like, whereby the bracket may be secured to the side of the body of a motor vehicle. The plate 1 has formed integral therewith a tubular portion 3 provided with a split portion 4 at the upper end thereof. The tube 3 is adapted to receive a liner 5 constituted of thinner metal than the tube 3, and wherein a portion thereof is adapted to extend above the upper end of the tube 3. The liner 5 is provided with a split or slotted portion 6 which extends for a portion of its length and is preferably closed at both ends. The liner 5 is mounted in the tube 3, so that the slotted portion 7 is in register with the slotted portion 4 in the tube 3. Adapted to embrace that portion of the liner 5 which extends above the tube 3 is a split collar 8 which is provided at its adjacent ends with two lugs 9 and 10. The lugs 9 and 10 are provided with holes 11 which lie co-axial with one another and are adapted to receive a bolt 12, the head of which is adapted to engage with the lug 9 so as to permit the free end to extend through the lug 10 and engage with a nut 13 provided with a ring-shaped head at its outer end. The split ring 8 is adapted to embrace the split portion 7 of the liner 5, in such a manner that when the nut 13 is screwed

up upon the bolt 12, the collar 8 tightens about the liner 5 and binds the same against a pillar 14 of an arm 15 which carries the panels 16 and 17 of the wind-  
 5 screen. The liner 5 is adapted to form a close fit with the tube 3, and may, if necessary, be fixed therein in any desired manner.

Thus it will be seen that when the nut  
 10 13 is unscrewed so as to allow the split ring 8 to release its grip about the liner 5, the pillar 14 is free to move in the liner 5 which forms a tubular bearing therefor. When the arm 15 has been  
 15 moved into the desired position, the nut 13 may be tightened upon the bolt 12, and thereby tighten the collar 8 about the be 5, so as to grip the pillar 14 firmly therein.

20 The split ring 8 may be formed as a separate unit from the liners 5 or tube 3, or may, if necessary, be formed integral with either the liner 5 or the tube 3, and cut in a lateral direction so as to  
 25 give the necessary resiliency between the free ends of the said ring.

Having now particularly described and ascertained the nature of our said invention and in what manner the same is to  
 30 be performed, we declare that what we claim is:—

1. A bracket for supporting an upwardly directed pillar of a multi panel windscreen for a motor vehicle, which

comprises a plate adapted to be secured 35 in a rigid manner to the body of said vehicle, a tubular portion formed in or secured rigidly to said plate, a liner adapted to be inserted in said tubular portion and adapted to be contractible in  
 40 a radial direction, and receive the said pillar, a longitudinal slotted portion or portions formed in said liner, a split collar adapted to embrace said liner about said slotted portion or portions, and means 45 whereby said collar may be contracted about said liner.

2. A bracket for supporting a pillar of the rear screen of a motor vehicle as claimed in Claim 1, wherein the said 50 tubular portion and collar are adapted to be cast as a single unit.

3. A bracket for supporting a pillar of the rear screen of a motor vehicle, as claimed in Claim 1, wherein the slotted 55 portion or portions of the said liner is or are closed at both ends.

4. A bracket for supporting a pillar of the rear screen of a motor vehicle, substantially as described and illustrated in 60 the accompanying drawings.

Dated this 20th day of May, 1924.

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Fig. 1.

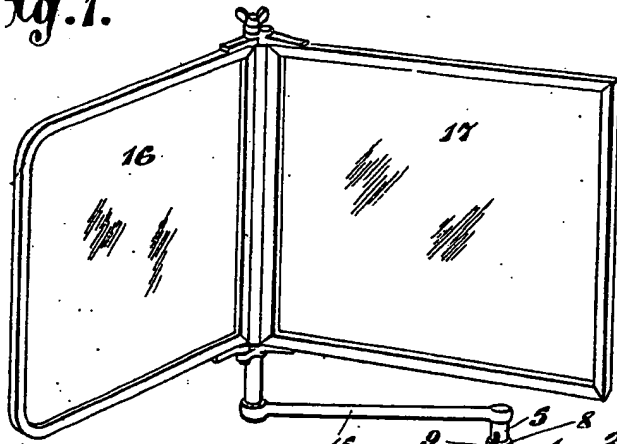


Fig. 2.

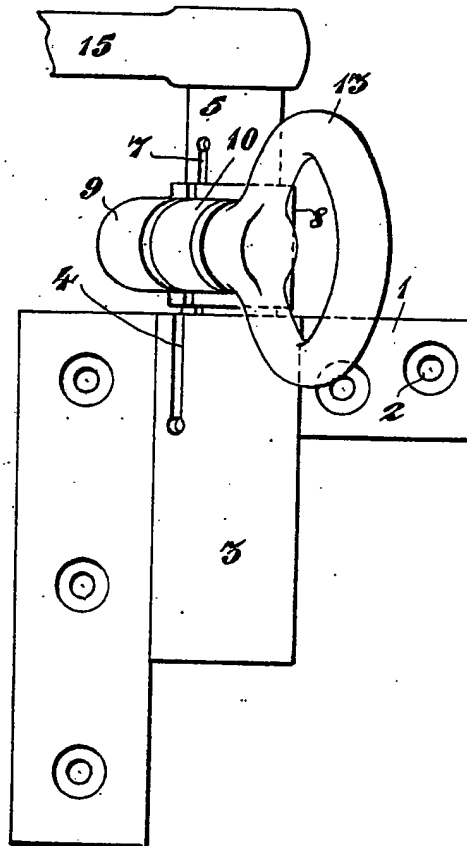
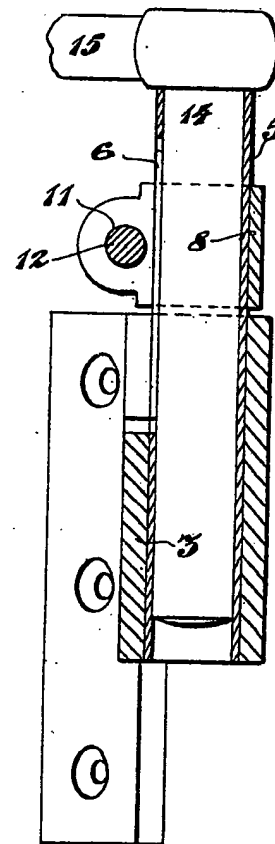


Fig. 3.



[This Drawing is a reproduction of the Original on a reduced scale.]